

CITY OF LINCOLN
REGULAR COMMITTEE OF THE WHOLE MEETING
AGENDA
JULY 24, 2018
CITY HALL COUNCIL CHAMBERS
7:15 PM

1. **Call to Order**
2. **Public Participation**
3. **Request to Permit: Railsplitting Association would like to use Postville Park for annual Railsplitting Festival September 15 & 16 2018**
4. **Request from Phil Gillan to allow concrete pad to be poured at the Lincoln Soccer Field to serve as a runway strip for radio controlled airplanes. Letter from Lincoln Futball Club giving their permission**
5. **Ordinance Authorizing the Purchase of 716 Broadway**
6. **2018 Resurfacing Project Bids for budget FY 18/19**
7. **Consideration of the application of a “Quiet Zone” on the Union Pacific Railway within the Lincoln City Limits**
8. **Purchase of new mower for Street & Alley Department**
9. **Tropics Sign Agreement**
10. **Discussion regarding position in City Clerk’s Office**
11. **Announcements**
12. **Possible Executive Session**
13. **Adjournment**
14. **Upcoming Meetings**
City Council Meeting: Monday, August 6, 2018
Committee of the Whole Tuesday, August 14, 2018

REQUEST TO PERMIT

DATE: 7-18-2018

We, the undersigned of the City of Lincoln, do hereby respectfully request the Mayor and City Council to permit the Railsplitting Assoc. to use Postville Park for this year's annual Railsplitting Festival Sept. 15+16, 2018. We would like to setup Sept. 14th & have everything removed by Sept. 17.

We would like permission to use the water, electricity, old voter's building for Festival information, & dig fire pits (replacing sod) so boy Scouts can cook food, etc. We would like these streets blocked off during Festival: Around Postville Park - 4th St. from S. Main to Washington + S. Main from 5th to 4th Street.

Around Postville Courthouse - 6th St. from S. Madison to S. Monroe
S. Madison from 5th Street to 6th Street
S. Monroe from 5th Street to 6th Street.

If the above request is for use of City property, including streets and/ or alleys, please check one of the two boxes below:

A Certificate of Insurance Liability for the event is attached.

A Certificate of Insurance Liability for the event will be provided to the City no later than Sept. 13, 2018.

If City property is used, a Certificate of Insurance Liability is required listing the City as an additional insured. The City reserves the right to postpone review and consideration of this Request to Permit until a Certificate of Insurance Liability is provided.

Name: E. Diana Skelton

Address: 317 N. Sherman

Lincoln, IL. 62656

Phone: 217 732-6192 Cell: 217 737-9600

Email: skel10@comcast.net

July 13, 2018

Lincoln City Council:

In regards to the proposal to pour a concrete pad approximately 15 feet by 100 feet at the Lincoln Soccer Field, we have no objection and would welcome its addition to our facilities as it will also be utilized for parking as well as serve as a runway strip for Radio Controlled airplanes. We have allowed access to the soccer fields for RC enthusiasts during times the fields are not being utilized by the Lincoln Football Club.

Sincerely Yours,

A handwritten signature in blue ink that reads "Tim Stuckey". The signature is stylized and cursive.

Tim Stuckey

Lincoln Football Club coach

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE PURCHASE OF 716 BROADWAY

WHEREAS, the City of Lincoln is a municipal corporation located in Logan County, Illinois; and,

WHEREAS, the City Council of the City of Lincoln has determined that it would be in the best interest of the citizens of the City of Lincoln to purchase the real estate commonly known as 716 Broadway, Lincoln, Illinois; and,

WHEREAS, LINCOLN SAND & GRAVEL CO. has agreed to sell the parcel of real estate to the City of Lincoln commonly known as 716 Broadway, Lincoln, Illinois; and,

WHEREAS, the said LINCOLN SAND & GRAVEL CO. have agreed to accept the total sum of SEVENTY THOUSAND DOLLARS (\$70,000.00) as and for the purchase of such real estate; and,

WHEREAS, the City of Lincoln believes it is in the best interest of the City and the citizens of the City of Lincoln that the City purchase such real estate from LINCOLN SAND & GRAVEL CO.

NOW, THEREFORE, be it ordained by the City Council of the City of Lincoln, Logan County, Illinois, as follows:

1. The City shall purchase, from LINCOLN SAND & GRAVEL CO., the following-described real estate:

Lots 9, 10, 11 and 12 in Block 8 in the Original Town, now City of Lincoln, Logan County, Illinois.

2. The real estate taxes shall be prorated between the Seller and the Buyer as of the date of closing.

3. The Mayor of the City of Lincoln is authorized to

execute any and all documents necessary or required to finalize such purchase of real estate.

4. That should any clause, sentence, or paragraph of the above-noted Ordinance be declared invalid by any Court of competent jurisdiction, such invalidity shall not affect any other portion of said Ordinance.

5. That the above-noted Ordinance shall be full force and effect from and after its publication in pamphlet form as provided by law.

The vote on the adoption of this Ordinance was as follows:

Alderman Parrott	_____	Alderman Keller	_____
Alderwoman Bauer	_____	Alderman Welch	_____
Alderman Hoinacki	_____	Alderwoman Brown	_____
Alderman Fleshman	_____	Alderman Dalpoas	_____

Ayes: _____

Nays: _____

Absent: _____

Abstentions: _____

Passed and approved this _____ day of _____, 2018.

CITY OF LINCOLN,

BY: _____

Seth Goodman, Mayor
City of Lincoln, Logan
County, Illinois

ATTEST: _____ (SEAL)

City Clerk, City of Lincoln,
Logan County, Illinois

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Walt Landers, Street Superintendent

MEETING

DATE: July 24, 2018

RE: 2018 Resurfacing Projects

Background

Each year the Lincoln Street Department organizes a Roadway Resurfacing Project to help improve and maintain city streets. These projects also enhance safety and provide a better experience for citizens and visitors as they travel through our city.

Joe Adams with Farnsworth Group Inc. is the engineer that oversees and provides recommendations on what treatments should be used on various streets. Mr. Adams also provides project cost estimates, specifications and oversees the bidding process.

The streets targeted for resurfacing are chosen using Paver Pavement Management System, roadway inspections by Street Department staff and we also take in to consideration any concerns reported by citizens. The FY 2018/2019 Budget has \$500,000.00, earmarked for resurfacing.

Analysis/Discussion

The 2018 Resurfacing Project has a budget of \$500,000.00. The bid opening took place July 19, 2018 at City Hall. There were 2 bids for the HMA mill and overlay project and 3 bids for the Scarification/Oil and Chip project.

HMA mill and overlay project consist of 790 feet or 0.15 miles of roadway including N. Logan St. from just north of Keokuk to the railroad crossing. N. College St. from Woodlawn north approximately 75 feet. Bids were as follows.

Illinois Valley Paving of Springfield IL. - \$172,564.74
P.H. Broughton & Son of Springfield IL. - \$220,420.85

Scarification/Oil and Chip Project consist of 11762 feet or 2.23 miles of roadway in various locations mainly focused in the northeast quadrant of the city. The bids were as follows.

Illinois Valley Paving of Springfield IL. – 191,487.68
P.H. Broughton & Son of Springfield IL. – 225,796.34
Beniach Construction of Tuscola IL. - \$173,995.00

There is an issue with the bid contract proposal for the oil and chip. On the tabulation sheet different items are listed and the contractors provide a unit price for those items. An error was made on the quantity needed for item #3 bituminous material prime coat. The quantity listed is 500 Gal. but should have been 5000 Gal. If you look at the unit price each contractor for item #3 the price per gallon would be multiplied by 5000 not 500. This will increase the amount of each bid due to the difference in quantity. If we look at the low bid from Beniach Construction and what their unit price was for the primer it would increase their bid from \$173995.00 to \$207,160.00.

If the low bids are accepted for both resurfacing projects it brings the total cost up to \$379,724.74. With a total budget of \$500,000.00 this leaves a balance of \$120,252.26, available for additional targets.

Fiscal Impact

\$379,724.74 from the Capitol Projects Fund, 60-3600-7827

COW Recommend

Approve the bid from Illinois Valley Paving for the HMA Mill and Overlay Project for the amount of \$172,564.74

Approve the Bid from Beniach Construction with the changes explained in this Memorandum for the amount of \$207,160.00.

Place both items on the agenda for the August 6, 2018, City Council meeting





Council Recommendation:

Approve bids for resurfacing projects.

Street	From	To	HMA Surface Removal, 1.5"	Driveway Pavement Removal	PCC Sidewalk Removal	Bituminous Materials (Tack Coat)	HMA Levelling Binder	HMA Surface Course, Mix C, NSD (1.5")	Combination Curb and Gutter Replacement	PCC Sidewalk, 4"	Detectable Warnings	Valve Box Adjustment	Manhole Adjustment	Inlet Adjustment	Traffic Control and Protection (Special)	Seeding	Fertilizer	Erosion Control Blanket	Detector Loop Replacement	
			SY	SY	SF	POUND	TON	TON	FT	SF	SF	EACH	EACH	EACH	LSUM	ACRE	LBS	SY	FT	
N. Logan	RR Tracks	Galena	1792			807		151												
	@ Galena	N Quad			160					28	160	10								
		E Quad			90					10	90	10								
		S Quad			140					28	140	20			1					
		W Quad			100					28	150	20								
	Galena	Davenport	1600			720		135												
	@ Davenport	N Quad								30	150	20								
		E Quad			120					20	120	20								
		S Quad			50					20	100	20								
		W Quad			75					30	250	20								
	Davenport	Burlington	1384	12		623		117		90										
	@ Burlington	N Quad			80					15	80	10			1					
		E Quad			80					15	80	10								
		S Quad			100					25	190	20								
W Quad				100					25	190	20									
Burlington	S Limits	773			348		65													
N. College	Woodlawn	300			135		26		46									450		
Misc.			1		105	17	25	6	25	150		1	1		1	0.5	135	2500		
Total			5850	12	1200	2650	25	500	435	1850	200	1	1	2	1	0.5	135	2500	450	

N Logan Street – RR Tracks to Galena







	Mill and Overlay
	Sidewalk Improvements
	Driveway Improvements
	Curb and Gutter Improvements



N Logan Street – Galena to Davenport







Existing
Tree to be
Removed
by Others

	Mill and Overlay
	Sidewalk Improvements
	Driveway Improvements
	Curb and Gutter Improvements



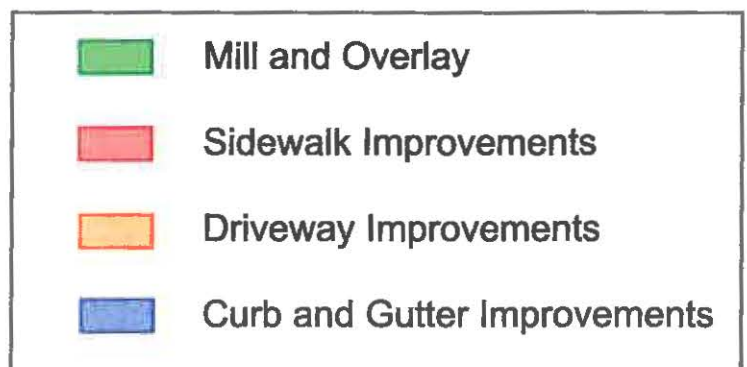
N Logan Street –Davenport to Burlington



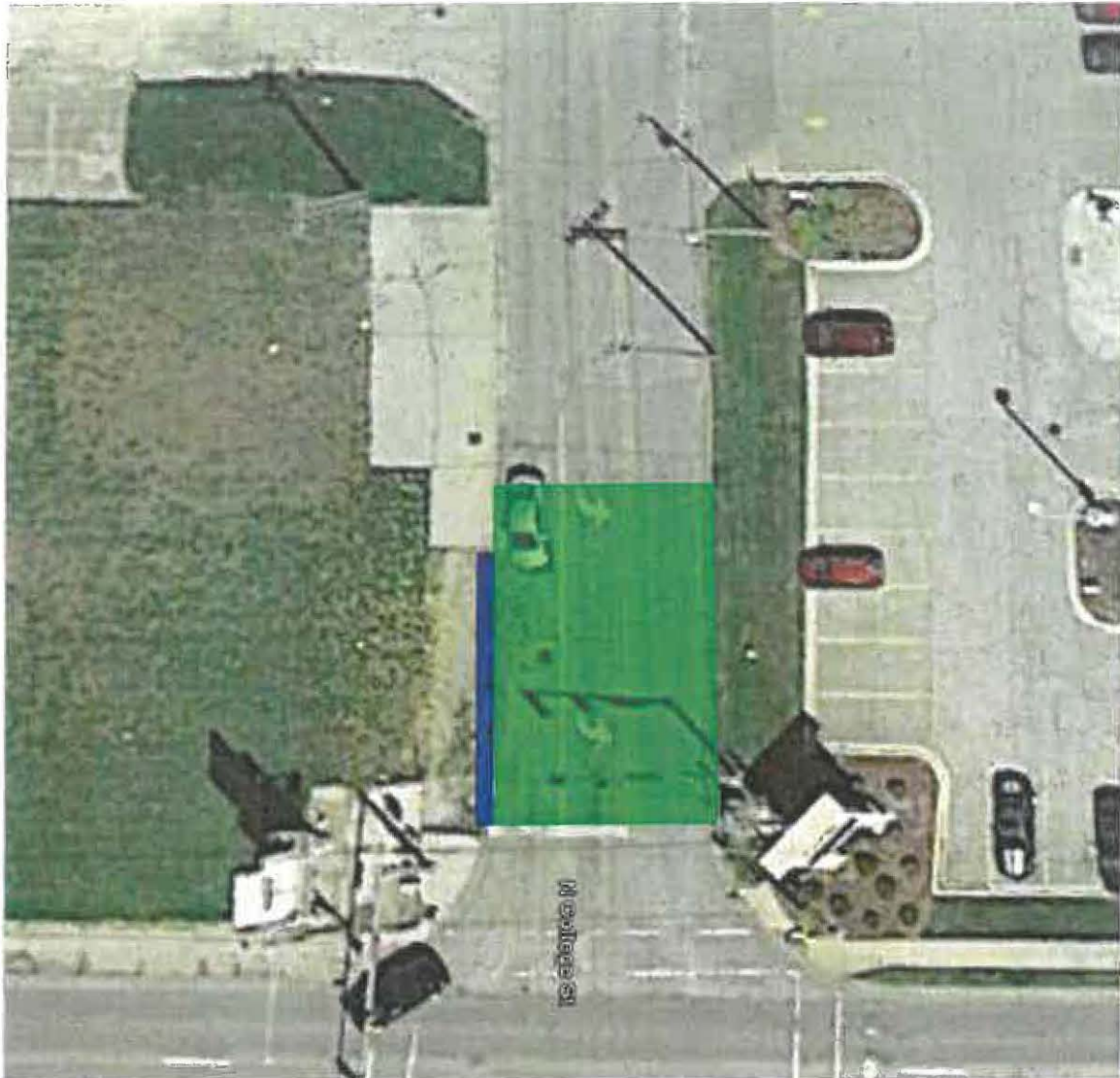
-  Mill and Overlay
-  Sidewalk Improvements
-  Driveway Improvements
-  Curb and Gutter Improvements







N Logan Street – Burlington to South Limits



N College Street – North of Woodlawn



-  Mill and Overlay
-  Sidewalk Improvements
-  Driveway Improvements
-  Curb and Gutter Improvements



MEMORANDUM

TO: Mayor Seth Goodman and Members of the City Council

FROM: Wes Woodhall, Building and Safety Official

DATE: July 24th, 2018

RE: Information for consideration of the application of a “Quiet Zone” on the Union Pacific railway within the Lincoln city limits

Background/History:

Based on inquiries from the general public and as requested from the City Council the Building and Safety Department has compiled information with regards to the possible request and implementation of a quiet zone within the city limits, including requirements, procedure and concerns.

In the mid 1980’s some communities and most notably the state of Florida began instituting whistle-bans to combat the train horn sound nuisance. As these bans came into place the Federal Railroad Administration saw a large upswing in accidents at grade crossings on the Florida East Coast Railway (up to 195% @ nighttime ban areas). A national study concluded that the lack of a train horn increased the risk of a collision by 66.8% at crossings that were equipped with flashing lights and gates. With the FRA Emergency Order #15 enacted requiring trains on the FEC to once again sound their horns, the numbers and rates of collisions returned to pre-whistle ban levels. This prompted the US Department of Transportation and the FRA to create and institute the FRA Final Train Rule (49CFR222) effective June 24, 2005. While this rule instituted rules and regulations for train horn operation, sounding patterns, decibel levels etc., it also allowed communities the opportunity to establish a quiet zone. This was done by providing a protocol for necessary upgrades to grade crossings to combat the possible risks found with the lack of audible warnings.

The grade crossings that would be considered in Lincoln are located at Keokuk St, Tremont St., Pekin St. (closed), Broadway St., Pulaski St., Clinton St. and Decatur St.

Discussion:

With the recent work done to the Union Pacific railway traveling north-south through Lincoln, as it pertains to the High Speed Rail corridor project, many upgrades were made to existing grade rail crossings in Lincoln. These SSM (supplemental safety measures) including 4-quadrant cross bars, continuous perimeter fencing and pedestrian deterrents have put the city in a favorable position to request a Quiet Zone designation. There will be additional informational signage, “NO TRAIN HORN”, that must be realized at all crossings, this will be a cost to the city.

Procedure:

- The National Crossing Inventory must be updated to show current conditions at each crossing within the quiet zone (sample attached). This must be updated within 6 months prior to notification of intent. It will take further research to see what time frame is left after the latest updates having been made and a full traffic study could possibly be required. This information must be submitted additionally every 4½ to 5 years thereafter.
- Procedurally speaking as stated above, the city is in a good position already, as the SSM upgrades are in place (see attached pictures). Additional signage will be required.
- A diagnostic site visit will be performed to include the City of Lincoln Staff, United States Department of Transportation, Illinois Department of Transportation, Federal Railroad Administration, Illinois Commerce Commission, Union Pacific Railroad and Amtrak. This will include a review and also the possibility of additional requirements.
- If approved a Notice of Intent must be sent to all vested parties i.e. operating railroads, state/local agency responsible for highway safety and state/local agency responsible for crossing safety. A 60-day response/comment period is allowed.
- The quiet zone may be established by providing a Notice of Quiet Zone Establishment to parties as listed above. This quiet zone can take effect no sooner than 21 days after the NQZE is sent.

The steps as listed above are a brief overview of the procedure moving ahead. Each step is fairly involved, so please be aware that if the decision to move forward, while certainly attainable, could prove to be a lengthy process. This is something that should be conveyed to the residents with concerns. All research indicates that the process could take from 6 months up to a year to accomplish.

Concerns:

There does not appear to be a large amount of practical information with regards to the comparison of accidents/events within a quiet zone before and after its implementation. A year 2000 study conducted by the FRA indicated that accidents went up 62% after a whistle-ban was put into place, however, at that time individual states created and regulated these operations. In 2006 after the FRA obtained jurisdiction, significantly greater safety measures were put in place to reduce these numbers. A 2014 analysis held by the USDOT and FRA sited no statistical difference between events that occurred before and after the quiet zone was established. The main reason for this is the upgraded SSM's installed as part of the quiet zone implementation. The FRA estimates the decrease of incidents within crossings based on these new SSM's could reduce as much as 82%. In a 5-year historical study no accidents have occurred at the crossings in question.

Notwithstanding the lack of statistical data, at the end of the process the city must understand that the major audible safety warning system involved will be removed from the rail. Trains will still sound as necessary and under any other federal requirements. Trains will sound as they enter and exit the station platform and at their discretion with regards to possible safety issues i.e. workers, obstruction/traffic on rail or malfunctioning equipment.

Union Pacific does not endorse or is in favor of quiet zones:

“Union Pacific believes quiet zones compromise the safety of railroad employees, customers, and the general public. While the railroad does not endorse quiet zones, it does comply with provisions outlined in the federal law.”

Additionally, there is minimal information found with regards to the liability incurred in the case of an accident at a crossing that by City of Lincoln action and under federal guidance has been established as a quiet zone. Regardless of litigation outcome costs would certainly be involved.

Per USDOT and FRA:

“The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA’s rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.”

**There are various resources that have been read through for research, most of which I felt were too lengthy to attach in their entirety. Please see links below for further information, these will need to be copied and pasted into your browser. **

Fiscal Impact:

Estimated additional W10-9 “NO TRAIN HORN” signage costs = \$2,880.00

Certified mailings and filing fees = \$150.00

Possible Traffic Study Estimate = \$1,200.00

COW Recommendation:

Discuss and direct staff as to your wishes with moving ahead with the pursuit of a quiet zone on the Union Pacific owned railway within the City of Lincoln.

Council Recommendation:

Provide direction to city staff to proceed/not proceed with the pursuit of quiet zone establishment.

Attachments:

Photos of current 4-quad SSM upgrades, Broadway St.

Sample of USDOT Crossing Inventory Form

2014 United States Department of Transportation, Federal Railroad Administration:
Analysis of Safety at Quiet Zones

<http://railtec.illinois.edu/GLXS/presentations/C/11C2-GLXS2014-1084-RIES.pdf>

Link to FINAL TRANE HOME RULE (46CFR222), general procedure guidelines and
misc. research articles. *Please note, the City of Lincoln does not qualify for PRE-RULE
status. *

https://www.dropbox.com/sh/oamloks8qy3fxlc/AADdcHK_kkmlI9B0A5sNFgjNa?dl=0

East Nashville Quiet Zone Initiative Informational Link/FAQ:

<http://www.stophetrainhorns.com/faq/>

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) ____/____/____	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change In Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number _____
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Part I: Location and Classification Information

1. Primary Operating Railroad _____		2. State _____		3. County _____	
4. City / Municipality <input type="checkbox"/> In _____ <input type="checkbox"/> Near _____		5. Street/Road Name & Block Number (Street/Road Name) _____ * (Block Number) _____		6. Highway Type & No. _____	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____		
9. Railroad Division or Region <input type="checkbox"/> None _____		10. Railroad Subdivision or District <input type="checkbox"/> None _____		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost ____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn)		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn)	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		31.B. State Use *		30.C. Railroad Use *	
31.C. State Use *		30.D. Railroad Use *		31.D. State Use *	
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted)		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.)	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) _____ 3.B. Typical Speed Range Over Crossing (mph) From _____ to _____		
4. Type and Count of Tracks Main _____ Siding _____ Yard _____ Transit _____ Industry _____				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY)	PAGE 2	D. Crossing Inventory Number (7 char.)
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Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				
2.A. Crossbuck Assemblies (count)		2.B. STOP Signs (R1-1) (count)	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None		
				<input type="checkbox"/> W10-1	<input type="checkbox"/> W10-3	<input type="checkbox"/> W10-11
				<input type="checkbox"/> W10-2	<input type="checkbox"/> W10-4	<input type="checkbox"/> W10-12
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings		2.G. Channelization Devices/Medians		2.H. EXEMPT Sign (R15-3)
		<input type="checkbox"/> Stop Lines	<input type="checkbox"/> Dynamic Envelope	<input type="checkbox"/> All Approaches	<input type="checkbox"/> Median	<input type="checkbox"/> Yes
		<input type="checkbox"/> RR Xing Symbols	<input type="checkbox"/> None	<input type="checkbox"/> One Approach	<input type="checkbox"/> None	<input type="checkbox"/> No
2.J. Other MUTCD Signs			2.K. Private Crossing Signs (if private)		2.L. LED Enhanced Signs (List types)	
<input type="checkbox"/> Yes <input type="checkbox"/> No						
Specify Type _____ Count _____			<input type="checkbox"/> Yes <input type="checkbox"/> No			
Specify Type _____ Count _____						
Specify Type _____ Count _____						
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)						
3.A. Gate Arms (count)	3.B. Gate Configuration		3.C. Cantilevered (or Bridged) Flashing Light Structures (count)		3.D. Mast Mounted Flashing Lights (count of masts)	3.E. Total Count of Flashing Light Pairs
Roadway _____ Pedestrian _____	<input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		<input type="checkbox"/> Incandescent <input type="checkbox"/> LED		<input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No		3.I. Bells (count)
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	<input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No		
Number of Lanes _____						
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ Width * _____ Length * _____						
<input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____				7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No

Part V: Public Highway Information

1. Highway System		2. Functional Classification of Road at Crossing		3. Is Crossing on State Highway System?		4. Highway Speed Limit	
<input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal Aid, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		<input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		<input type="checkbox"/> Yes <input type="checkbox"/> No		____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
				5. Linear Referencing System (LRS Route ID) *			
				6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT) Year _____ AADT _____		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____			10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	

Submission Information - This information is used for administrative purposes and is not available on the public website.

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.





07.15.2018 16:58



07.15.2018 16:58

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln
FROM: Walt Landers, Street Superintendent
MEETING DATE: July 24, 2018
RE: Purchase of new mower

Background

One of the two riding mowers used by the street department has suffered an engine failure. The 2009 Exmark mower is the smaller of the two mowers used by the department. The 52" deck allows for the mowing around obstacles and narrow areas compared to the other machine which has a 72" deck. The repair could cost as much as twenty to twenty-five percent of the cost of a new machine. The parts are no longer available so to repair the machine the engine block would need replaced. The block alone would cost \$1196.00 not including other parts and labor to make the repair. The Kohler engine had approximately 1050 operating hours and for seven years the only mower used to mow the thirty plus locations maintained by the department. I feel it is better to replace this equipment rather than repair it considering the age of the chassis and other components. The repair could cost as much as twenty to twenty-five percent of the price of a new machine

Analysis/Discussion

After speaking to the City Administrator Mrs. Kavelman and Treasurer Mr. Conzo we felt it was appropriate to move forward with the purchase of a new machine considering the timing and efforts to keep areas mowed and maintained. Also taken in to consideration is the next council meeting is three weeks away on August 6th.

It is important that a new machine be of heavy duty industrial grade quality to withstand the day to day operations. Staff received written and verbal quotes from two local dealers and one dealer from Springfield. Considering past experience with quality, service, parts availability and price; staff chose to purchase a 2018 Hustler Super Z 54" with a Kawasaki FX850 27 HP Engine from Bee's Cub Cadet of Lincoln IL. The departments other machine is the same make and model with a larger engine and deck also purchased from Bee's in 2016.

Fiscal Impact

\$9590.00 from the Equipment Fund 70-3600-7860 – Street Department Vehicles. These funds are part of \$50,000.0 originally earmarked for a used bucket truck.

COW Recommendation

Approve the purchase of new mower and place on the agenda for the August 6, 2018 City Council Meeting

Council Recommendation:

Approve the purchase of new mower.

Bee's Cub Cadet
1302 State Route 10
Lincoln, IL 62656
(217)732-4300



ESTIMATE

ADDRESS

Street and Alley
Department
Lincoln, Il 62656

ESTIMATE # 1018

DATE 07/18/2018

ACTIVITY	QTY	RATE	AMOUNT
New Hustler New 2018 Super Z 54" With a Kawasaki FX850 27hp Engine	1	9,590.00	9,590.00T

SUBTOTAL	9,590.00
TAX (0%)	0.00
TOTAL	\$9,590.00

Accepted By

Accepted Date

HUSTLER® COMMERCIAL ZERO-TURN MOWER

SUPER Z[®]

FEATURES HUSTLER'S VX4[®] DECK, HEAVY-DUTY HYDRAULICS



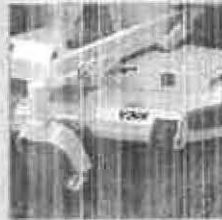
A COMBO OF RELIABILITY AND PRODUCTIVITY THAT TRULY IS SUPER

The Super Z[®] stands for Hustler's unmatched reliability and ability to cut and discharge grass precisely and efficiently. Its deck performance continues with hydraulics controlled by the operator. Plus, enjoy the comfort of a high back seat with 15 inches of miles per hour, a 40-gallon fuel tank, and a 100-hour maintenance-free engine.



HEAVY-DUTY PERFORMANCE

Three engine options, large fuel capacity and 14 mph top speed



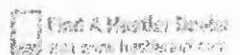
LEGENDARY VX4[®] DECK

Engineered for a perfect cut every time.



SUPERIOR PRODUCTIVITY

Heavy-duty hydraulics deliver more power, torque than many other machines



ENGINE

Manufacturer	Kawasaki FX850V, FX1000V Kohler 824EFI
HP	54", 60" deck 27HP - FX850 60", 66", 72" deck 35HP - FX1000 54", 60" deck 33HP - Kohler 824 EFI 66", 72" deck 33HP - Kohler 824 EFI * Per SAE J1995
Displacement	FX850 852cc FX1000 999cc 824 EFI 824cc
Cooling	Air cooled
Air Cleaner	Heavy duty canister
Engine Warranty	3 year

DRIVE SYSTEM

Type	Dual hydrostatic
Pumps	21cc Hydro-Gear PV pumps
Wheel Motors	Parker TG310
Hydraulic Lines	Stainless steel Parker seal loc technology
Hydraulic Cooling	Oil cooler with 8" fan
Reservoir Capacity	3 gallons
Speed	14 mph
Parking Brakes	Patented automatic

DECKS

Cutting Width	Side discharge 54", 60", 66", 72" Rear discharge 60", 72"
Cutting Heights	1" - 5.5"
Deck Lift	Foot operated
Depth	5.5"
Blades	3
Blade Length	54" deck: 3 - 18.5" x 2.5" x 20" 60" deck: 3 - 20.5" x 3.0" x 25" 66" deck: 3 - 22.5" x 3.0" x 25" 72" deck: 3 - 24.5" x 3.0" x 25"
Spindles	Ductile cast iron with steel shafts and sealed ball bearings
Deck Belts	1
Drive	Electric PTO clutch
Construction	7 ga welded steel
Spindle Mounts	Reinforced 7 ga spindle mount disc
Impact/Trim Areas	11 ga formed channel w/ rolled edge

* Number based on 80% efficiency. This rating is to account for actual mowing conditions including overlapping, turning and terrain.

CONSTRUCTION

Frame	1.5" x 3.0" x 187" steel
Front Caster Wheel	Mounted tapered greasable bearings
Front Caster Forks	Fabricated 1/2" steel

GENERAL

Seat	Bolstered Grammer suspension seat
Fuel Capacity	11.7 gallons
Cup Holder	Yes
Front Tire	13 x 6.5 - 6
Drive Tire	54" deck 24 x 9.5 - 12 60", 66", 72" deck 24 x 12 - 12

DIMENSIONS

Weight	54" 1420 lbs 66" 1505 lbs 60" 1450 lbs 60"RD 1555 lbs 72" 1515 lbs 72"RD 1615 lbs
Height w/rops up	71.5"
Height w/rops folded	54"
Length	54", 60", 60"RD deck 84.5" 66" deck 85" 72", 72"RD deck 86.7"
Width	54" deck: 60" 66" deck: 72" 60" deck: 66" 72" deck: 78" 60"RD deck: 66" 72"RD deck: 73.23"
Tire Width	54", 60", 60"RD deck: 57" 66", 72", 72"RD deck: 60"

PRODUCTIVITY*

Acres Per Hour	54" 6.11 60" 6.78 66" 7.46 72" 8.14
----------------	----------------------------------------------

OPTIONAL ACCESSORIES

Steering extension kit	Flex Forks™
Isolator Grammer seat	Mulch kit
High vacuum deck kit	Light kit
Electric deck lift	Sand kit
Rear hitch kit	Stripe kit
Deck rear anti-scalp wheels	Beacon kit
BacVac harrow	Flasher kit
Semi pneumatic front tire	
3 bag powered bagger (12 bushels)	

SUPER Z | AT A GLANCE

- 54", 60", 66" or 72" VX4® deck - 7-gauge thick deck offering clean cut, excellent performance in all conditions
- Heavy-duty fabricated frame - unmatched durability
- Exclusive SmoothTrak™ steering - responsive, precise control
- Patented automatic park brake
- 14 mph - gets the job done fast
- Unmatched hydraulics - oil shuttle, cooler separates it from the competition
- Powerful engine options
- 13" front and 24" drive tires



Visit hustlerturf.com
and try our compare products tool!



Bobcat. of Springfield

4475 Camp Butler Road • Springfield, IL 62707
 Phone 217-525-0349 • Fax 217-525-0375
 JEFF KNOLES CELL# 217-306-2138

Sales Order Quotation Only Delivery # **CL-718A**

Name: City of Lincoln Date: 7/18/18
 Address: _____
 City: Lincoln State: IL Zip: _____
 Phone: EMAIL rwright@lincoln.il.gov Salesman: JEFF KNOLES
 ATTN: Mr. Russ Wright

Quantity	Description	LIST	COMM. SALE	GOVT/MUNICIPAL DISCOUNT PROGRAM
1	<u>New Exmark LZS 740AKC524A2 mower</u>	<u>\$ 12542.00</u>	<u>\$ 11299.00</u>	<u>\$ 9604.00</u>
	<u>LAZER Z S-series</u>			
	<u>52" Ultra-Cut Series 4 mowing deck</u>			
	<u>KOHLER ECV 740 EFI gasoline engine 25 hp</u>			
	<u>SUSPENSION SEAT w/ TILT FRAME + ISO MOUNTS</u>			
	<u>NARROW SEMI-PNEUMATIC FRONT TIRES</u>			

Quantity	Description	LIST	SALE	GOVT/MUNICIPAL DISCOUNT PROGRAM
1	<u>New Exmark LZS 801GKA 524A2 mower</u>	<u>\$ 12764.00</u>	<u>\$ 11499.00</u>	<u>\$ 9774.00</u>
	<u>LAZER Z S-series</u>			
	<u>52" ULTRA-CUT Series 4 mowing deck</u>			
	<u>KAWASAKI FX801V Carb^d gasoline engine 25.5 hp</u>			
	<u>SUSPENSION SEAT w/ TILT FRAME + ISO MOUNTS</u>			
	<u>NARROW SEMI-PNEUMATIC FRONT TIRES</u>			

Trade In				
----------	--	--	--	--

Comments:
Price includes delivery to your Lincoln, IL facility!
WARRANTY - 5 years / 1250 hours - LIMITED - ENGINE - 3 years
Thank You!! Jeff Knoles

Total	
Tax	
Freight	
License/Doc/Fee	
Set Up	
Total	
Payoff	
Less Down	

TOTAL DUE \$

COMPARISON CHART

LAZER Z
S-SERIES



Kawasaki FX651V V-Twin
Kohler® ECV740 Command EFI
Kawasaki FX751V V-Twin

LAZER Z
S-SERIES



Kawasaki FX651V V-Twin
Kawasaki FX801V V-Twin
Kohler ECV740 Command EFI
Kohler PCV740 Command EFI Propane
Kohler ECV749 Command EFI
Kawasaki FX850V V-Twin EFI
with RED Technology

ENGINES	Kawasaki FX651V V-Twin Kohler® ECV740 Command EFI Kawasaki FX751V V-Twin	Kawasaki FX651V V-Twin Kawasaki FX801V V-Twin Kohler ECV740 Command EFI Kohler PCV740 Command EFI Propane Kohler ECV749 Command EFI Kawasaki FX850V V-Twin EFI with RED Technology
DECK SIZE	48"/52"/60"/72"	48"/52"/60"/72"
DECK STYLE	Full-Floating UltraCut Series 4 Full-Floating UltraCut Rear Discharge Deck (60"/72")	Full-Floating UltraCut™ Series 4
CUTTING HEIGHT	1.0" to 5.5" in 0.25" increments	1.0" to 5.5" in 0.25" increments
HYDRO DRIVE SYSTEM	12cc	12cc
SPEED	Up to 8.0 mph (48"/52") Up to 10.0 mph (60"/72")	Up to 10.0 mph
FUEL CAPACITY	8.0 Gallons	12.0 Gallons
SEAT COMFORT	Deluxe Adjustable Suspension	Deluxe Adjustable Suspension with Seat Isolation System
FEATURES	Rear Discharge Decks Available, Exmark Exclusive UHT, Suspension Platform Available	EFI Offerings, RED Technology Equipped, ISO-Mount Seat Isolation System
FRONT CASTERS	13" x 5.0-6" Semi-Pneumatic (48"/52") 13" x 6.5-6" Semi-Pneumatic (60"/72")	13" x 5.0-6" Semi-Pneumatic (48"/52") 13" x 6.5-8" Semi-Pneumatic (60"/72")
DRIVE TIRES	23" x 9.5-12" (48"/52") 24" x 12-12" (60"/72")	23" x 9.5-12" (48"/52") 24" x 12-12" (60"/72")
WARRANTY <small>For complete details, visit exmark.com or your local dealer</small>	5-Year or 1250 Hours Limited No Hour Limit First Two Years	5-Year or 1250 Hours Limited No Hour Limit First Two Years

LAZER Z

X-SERIES



Shown with Suspension Platform

Kawasaki FX801V V-Twin
 Kawasaki FX921V V-Twin
 Kohler ECV740 Command EFI
 with RED Technology
 Kohler ECV940 Command EFI
 with RED Technology
 Kohler ECV980 Command EFI
 with RED Technology

52"/60"/72"

Full Floating UltraCut Series 6
 Full-Floating UltraCut Rear Discharge Deck (60"/72")

1.0" to 5.5" in 0.25" increments

12cc (52")
 16cc (60"/72")

Up to 10.0 mph (52")
 Up to 11.5 mph (60"/72")

12.0 Gallons

Deluxe Adjustable Suspension with Seat Isolation System

Rear Discharge Decks Available,
 RED Technology Equipped,
 ISO-Mount Seat Isolation System,
 Suspension Platform Available

13" x 5.0-6" Semi-Pneumatic (52")
 13" x 6.5-8" Semi-Pneumatic (60"/72")

23" x 9.5-12" (52")
 24" x 12-12" (60"/72")

5-Year or 1,500 Hours Limited
 No Hour Limit First Two Years

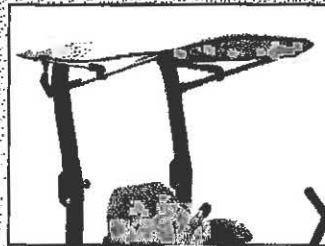
AVAILABLE ACCESSORIES



AIR RIDE SUSPENSION SEAT



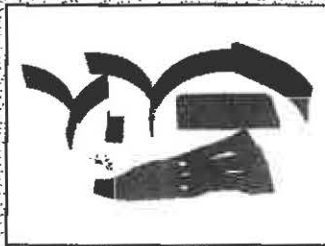
LIGHT KIT



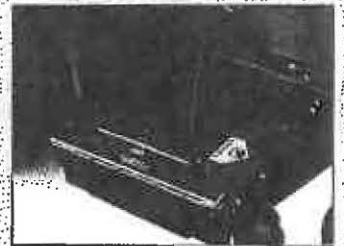
SUN SHADE



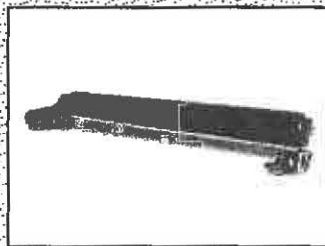
HYDRO MAINTENANCE KIT



MICRO-MULCH SYSTEM



OPERATOR CONTROLLED
 DISCHARGE



TURF STRIPING KIT



ULTRAVAC
 COLLECTION SYSTEMS

Also Available:

3-Bushel Bagger, 12-Volt Power Adapter, Equipment Cover, Extended Drive Lever, Finish Cut Baffles, Floor Mat, Harness Add-On Accessory, Hitch Kit, Hydro Maintenance Kit, Jack, Jack Mount Receiver, Power Deck Lift, Rear Anti-Scalp, Seat Isolation System, Side Wear Bar, Trash Container and White Non-Marking Side Bumper

Accessories may not fit each mower model. Please visit exmark.com or check with your local dealer on accessory fit-up for each model.